

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "ISMAILA"	Official Number 168047	Nationality and Port of Registry PAKISTANI BRITISH LONDON KARACHI	Gross Tonnage 6793	Date of Build oct/nov. 1940.	Port of Survey West Maitlepool
N.N. "SAFINA-E-JAMHOORIYAT"					Date of Survey while building
Moulded Dimensions: Length BP. 420'-0" Breadth 57'-3 1/2" Depth 34'-6" to Cr. of Stock 420'-7"					Surveyor's Signature W. J. Chang
Moulded displacement at moulded draught = 85 per cent. of moulded depth 15208 tons					Particulars of Classification +100 A.1. with freeboard
Coefficient of fineness for use with Tables 753.					

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth 34' 5.0"	(a) Where D is greater than Table depth	Moulded Breadth (B) 57' 3.2"
Stringer plate 46 04	(D-Table depth) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ 13' 7.5"
Sheathing on exposed deck	(34.54 - 28.04) 3 = + 19.50	Ship's Round of Beam = 13 3/4"
T $\left(\frac{L-S}{L}\right) =$ ✓	(b) Where D is less than Table depth (if allowed)	Difference Nil.
Depth for Freeboard (D) = 34.54	(Table depth-D) R = ✓	Restricted to ✓
	If restricted by superstructures ✓	Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right) =$ Nil.

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
See Sketch Poop enclosed ^{2.029} stock _{equivalent} ...	40.83	40.83	7'-6"	-	40.83
" overhang ...	2.54	.67			.67
R.Q.D. enclosed ...	1.34.				
" overhang ...					
See Sketch Bridge enclosed. ^{equivalent} ...	141.33	141.33	7'-6"	-	141.33
" overhang aft ...					
" overhang forward					
Keel enclosed ...	38.58.	38.58	7'-6"	-	38.58
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward					
Total ...	222.08	221.41			221.41

Standard Height of Superstructure 7.5

" " R.Q.D. -

Deduction for complete superstructure 42

Percentage covered $\frac{S}{L} = 52.80$

" " $\frac{S_1}{L} = \left. \begin{array}{l} \\ \\ \end{array} \right\} 52.64$

" " $\frac{E}{L} =$

Percentage from Table, Line A. ✓

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. 38.64

~~(corrected for absence of forecastle (if required))~~

Interpolation for bridge less than 2L (if required) -

Deduction = $42 \times .3864 = -16.23$

SHEER CORRECTION.

Station	Standard Ordnate	S M	Product	Actual Ordnate	Effective Ordnate	S M	Product
A.P.	52.06	1	52.06	52.0	52.00	1	52.00
$\frac{1}{8}$ L from A.P. ...	23.16	4	92.64	23.1	23.10	4	92.40
$\frac{2}{8}$ L	5.725	2	11.45	6.1	6.10	2	12.20
Amidships ...	-	4	-	0	-	4	-
$\frac{2}{8}$ L from F.P. ...	11.45	2	22.90	11.9	11.90	2	23.80
$\frac{1}{8}$ L	46.32	4	185.28	47.4	47.40	4	189.60
F.P.	104.12	1	104.12	104.0	104.00	1	104.00
Total ...			468.45				474.00

Mean actual sheer aft
Mean standard sheer aft =

Mean actual sheer forward
Mean standard sheer forward =

} Slightly
in Excess.

Length of enclosed superstructure forward of amidships = 2.1

" " aft of " = 2.1

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{8}{21} \right) = \frac{5.55}{18} (.75 - .264) = -.15$$

If limited on account of midship superstructure.

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p style="text-align: right;">Ft.</p> <p>Depth to Freeboard Deck = 34.54</p> <p>Summer freeboard = 9.73</p> <p>Moulded draught (d) = 24.81</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.20 = 6 1/4</p> <p>Addition for Winter North Atlantic Freeboard (if required) = 34.59</p>	<p>Deduction for Fresh Water.</p> <p><i>Full</i> Displacement in salt water at summer load water line</p> <p>$\Delta = 12640 \text{ tons at } 25'0''$ <i>full draft</i></p> <p>Tons per inch immersion at summer load water line</p> <p>T = 47.7</p> <p>Deduction = $\frac{\Delta}{40T}$ inches</p> <p>= 6.62 = 6 1/2</p>	<p>TABULAR FREEBOARD <i>corrected for Fresh Deck (if required)</i></p> <p>Correction for coefficient $\frac{.753 + .68}{1.36} = \frac{1.433}{1.36} =$</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">+</th> <th style="text-align: center;">-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td style="text-align: center;">19.50</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Deduction for superstructures</td> <td style="text-align: center;">-</td> <td style="text-align: center;">16.23</td> </tr> <tr> <td>Sheer correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">.15</td> </tr> <tr> <td>Round of Beam correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Other corrections, scantlings, <i>etc. tropical</i></td> <td style="text-align: center;">31.47</td> <td style="text-align: center;">-</td> </tr> <tr> <td><i>W. Summer mould depth f</i></td> <td style="text-align: center;">50.97</td> <td style="text-align: center;">16.38</td> </tr> <tr> <td><i>24' 9 3/4"</i></td> <td></td> <td></td> </tr> </tbody> </table> <p style="text-align: right;">Summer Freeboard = 116.75</p>		+	-	Depth Correction	19.50	-	Deduction for superstructures	-	16.23	Sheer correction	-	.15	Round of Beam correction	-	-	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, <i>etc. tropical</i>	31.47	-	<i>W. Summer mould depth f</i>	50.97	16.38	<i>24' 9 3/4"</i>		
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :

THERMOCARD friendships from Centre of Disc to top		
Tropical Fresh Water Line above Centre of Disc	...	12 ³ / ₄
Fresh Water Line	" "	6 ¹ / ₂
Tropical Line	" "	6 ¹ / ₄
Winter Line below	" "	6 ¹ / ₄
Winter North Atlantic Line	" "	-

Tropical Fresh Water Freeboard	...	...	8'-8"
Fresh Water	...	...	9'-2 1/4"
Tropical	...	...	9'-2 1/2"
Winter	...	...	10'-3"
Winter North Atlantic	...	...	-

Ismaila

A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

Poop 42.17

$$\text{Run } \frac{2.54 \times 12.5}{23.67} = 1.34$$

$$40.83 \text{ equals}$$

Trade of ship

ocean-going

Names of sister ships

s/s "ITOLA" & "ITAURA" Wm Gray & Co No 1102 + 3

Builder's name and yard number

Wm Gray & Co No 1105

Owners

BRITISH INDIA STEAM NAV. CO LTD

Fee £

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Foundation